

NEW DELAWARE BRIDGE TO EXCEED N. Y. SPANS

Penna.-Jersey Structure to Be Longer and Bigger Than One to Brooklyn

RAILWAY TUNNELS WILL FOLLOW, STATES MCCAIN

Cost to Approach \$40,000,000. Estimates Show: Type Not Yet Decided On

By GEORGE NOX MCCAIN

The Delaware river bridge will mark the real beginning of Philadelphia's expansion into New Jersey.

A tunnel, or tunnels, will follow. They will be the logical outcome of the growth of the metropolis. Engineers predict this within a decade. Philadelphia must have them eventually.

These tunnels will be constructed exclusively for railroad traffic after the fashion of the tubes under the rivers at New York.

Ferries are doomed. Freight ferriage for railroad cars is already obsolete. It is out of keeping with the spirit of the age. The rapid development of New Jersey to the south and east will necessitate the construction of railroad tunnels, in spite of the increased facilities offered by the bridge.

Philadelphia has needed a bridge to Camden for half a century. But her capitalists were too busy building street railroads in Chicago and canals in the great Northwest to bother about developing the home city.

They gave no heed to the fertile gardens of South Jersey.

The project for a bridge across the Delaware goes back to 1867. Thomas D. Speakman, a Philadelphia engineer, and Marmaduke D. Taylor, of Camden, in that year organized a company for the purpose. It was to cross from Walnut street to Bridge street, Camden. There was to be a central pier on Smith's Island, Smith's and Windmill Islands were removed from the Delaware and possible Chestnut street twenty-five years ago. The Speakman scheme never amounted to anything.

A later agitation began a few years prior to 1900, when Joseph M. Huston, the Philadelphia architect, prepared plans for a bridge across the Delaware and for a vast development of South Philadelphia.

Included Ship Canal

It included a ship canal across New Jersey, entering the river just above the proposed bridge. Another feature was for a waterway improvement of the Delaware upon a magnificent scale.

In 1913 a company, known as the Philadelphia and Camden Bridge Terminal Co., was organized, of which Joseph M. Huston was president, Charles R. Hamilton, vice president, and Howard B. Lewis secretary and treasurer.

Later David H. Wright, member of the Philadelphia bar, but residing in New Jersey, agitated a bridge from Bristol to Burlington.

All of these contemplated a corporation ownership which should turn the bridge over to the authorities of Pennsylvania and New Jersey at the end of a period of years. Sporadic attempts to vitalize the idea followed, but no definite step was taken until the Legislature of 1917 took action, followed by that of the Legislature of 1919.

The span of the new bridge will be approximately 1800 feet long. Engineers say it should have a height above water level of 170 feet at the pier heads and 180 feet in the center of the span.

It is estimated that the ground and approaches will cost as much as the structure itself. The cost of the bridge in normal times was fixed at about

'What's the Matter With Philadelphia?'

BETWEEN 50,000,000 and 60,000,000 persons will cross the great new Delaware river bridge the first year it is built, according to the estimate of experts.

But first it must be built—built splendidly, generously, worthily, a monument of art as well as utility. Colonel McCain in the present article tells something of the history of the bridge project.

\$20,000,000, but estimates now range as high as \$40,000,000.

The location and height will finally be determined by the United States Government through its engineering department. It controls the waterways and always has the final word in these important details.

What is to be the type of the bridge from the engineering standpoint? Whether the cantilever, similar to the Point bridge in Pittsburgh and the bridge over the St. Lawrence, near Quebec, or the suspension type, is for engineers to determine. I am informed the cost would be approximately the same for either.

Many Plans Suggested

All sorts of plans have been suggested for uniting utility with beauty in the new bridge structure. One plan I have examined is that instead of two great piers at either end, buildings of a height of at least twenty stories be erected. In place of the dead mass of stone that marks the pier heads of every large bridge in this country there would be huge office structures, combining beauty with utility. They could be

devoted to commercial purposes, thus bringing in a substantial rent.

Cold storage warehouses in the lower part of these would enable vessels with cargoes of perishables to discharge their freight, berth for at least six ships could be provided, three on either side. It has been estimated that the annual rentals from this source would approximate \$1,000,000 alone.

The bridge will provide roadways, footways and tracks for service and trolley cars only. Railroad tunnels, as pointed out, must come later.

Just what co-operation will be offered by the Pennsylvania and the Reading Railroads, the Philadelphia Rapid Transit Co. and the Public Service lines of New Jersey is a later consideration. It will have an important bearing upon earnings and maintenance of the bridge.

Conditions surrounding the construction of the bridge will approximate those connected with the building of the four bridges over the East river at New York.

The average cost of the latter in round numbers was \$23,000,000 each. The Delaware river bridge will have a longer span than either of the New York bridges and this will increase the cost.

The Brooklyn bridge cost \$5,550,837 for the land and approaches, and \$13,238,580, for the bridge alone. The Williamsburg bridge cost \$10,000,000 for the land and \$14,181,000 for the structure.

The great advance in engineering since the Brooklyn bridge was erected in 1883 will prevent a repetition of the blunders in connection with pioneer work. Its inadequate and cramped approaches were the first and last of their kind in big bridge building.

The approaches to the Delaware river bridge will be on the most generous scale. There will doubtless be radial avenues of approach, north and south, that will facilitate travel in these directions and prevent congestion.

I have examined statements of the estimated traffic over the new Delaware river bridge. It is exceedingly interesting, but the growth of motor, passenger and commercial vehicles in the coming years will be so rapid that the figures can only be regarded as speculative.

For the first year of its operation it is estimated that 2,000,000 horse-

drawn vehicles will use the bridge. The gradual diminution of this sort of travel renders these figures problematical. Automobiles to the number of 4,000,000 and passengers in trolley cars are figuring at from 50,000,000 to 60,000,000.

The best engineers in the country should be invited to submit plans. Nothing is too good for Philadelphia.

Smink Indorsed for Assembly

Isaac L. S. Smink was indorsed as an anti-Vare candidate for the General Assembly at a meeting of leaders and workers of the Fifth district held last night at Twentieth and McKean streets. The district includes the Twenty-sixth, Thirty-sixth and Forty-eighth wards. Smink was a candidate for council in the First district last September, but was defeated. The Fifth legislative district is entitled to three state representatives. The two other anti-Vare candidates will be chosen later.

OWING to conditions resulting from recent storms throughout the Eastern section of the country, it is found necessary in the interest of expedient service and to avoid congestion, to limit the weight on all shipments to not exceeding 200 lbs. to the piece or package.

This restriction will apply until further notice.

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This action is taken with reluctance, in order that the express service, which is the greatest good to the greatest number, be maintained.

Immediate notice will be given as soon as conditions will permit of this restriction being removed.

AMERICAN RAILWAY EXPRESS COMPANY

30 WOODEN SHIPS TO BE SOLD HERE

Board Says They Will Be Used by Buyers, but Shipping Men Doubt It

Thirty wooden ships, built during the war under the direction of the United States shipping board, will be removed from service and put on the market for sale in this port.

Ten of the ships will be placed in

care of the Earn Line. It is said, and ten will go to the Potter Steamship Co. of New York.

Although men prominent in shipping circles expressed the belief that the vessels would never be put in use again, officials of the shipping board said they will shortly be sold and put to good use.

Captain W. B. Megeer, of Megeer, Steer & Co., shipping agents, who has been with the merchant marine for twenty-three years, said:

"When the government decided to construct wooden ships there were few of the old-time ship carpenters left."

"The government faced the same situation in connection with operating the vessels. There was a shortage of skilled navigators for wooden ships. It's no wonder they were a failure."

"All wooden ships built by the Emergency Fleet Corporation are for sale, and we are doing our best to sell them," said Chairman Payne, of the shipping board, yesterday at Washington.

Supply and Demand

Do not be prejudiced against Oriental Pearls because they can be bought in so many shops, nor in favor of Tecla Pearls because they are confined to one. It simply happens that there are more Orientals for sale.

T E C L A
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Tweed-O-Wool

SUITS and COATS

Wrinkle-proof, damp-proof, almost wear-proof are these Suits and Coats of pure worsted, knitted so that it has the firm closeness of a woven tweed. Tweed-O-Wool Suits and Coats will hold their splendid, swinging style through seasons of hard wear—golfing, motoring, shopping, vacationing, or enjoying any of the many outdoor pleasures. The material in every garment is the same in texture. The prices vary only according to the style. The adjustable, inner-belt of the skirt assures a perfect fit.

The "Glenworth"—a smart model with four plain patch pockets is very practical—\$32.50.

The "Dudley"—an attractive, Tuxedo model on conservative lines—\$37.50.

The "Wakefield"—a beautifully tailored model whose oddly cut pockets give a very slight panier effect—\$41.50.

The "Aberdeen"—two smart patch pockets turned over at the top and finished with two

buttons distinguish this excellent model—\$41.50.

The "Davenport"—ample pocket room is a comfortable feature of this serviceable suit—\$47.50.

The "Hurlingham"—a long, Tailored Coat which is smart and simple in design. Rows of stitching finish the collar, cuffs and belt. A tiny pocket under the button-down flap of each cuff adds a novel and useful touch—\$47.50.

Navy Blue for Spring
Navy Blue is always smart, always appropriate, serviceable and so becoming, too. This shade also combines very well with almost every color. And so, both Dame Fashion and Practicability recommend and endorse Navy Blue as their choice for this spring.

Suits Coats

One very smart model is of navy tricotine lined with colorful, figured silk. The Coat has the popular one-button fastening and is beautifully embroidered around the bottom in black and also around the cuff of the bell-shaped sleeves—\$148.00.

Another Suit, also of navy tricotine, has a slashed coat-skirt, bound with black silk braid, with points around the bottom. The Suit has a very narrow belt, a silk lining of self-color and is finished with embroidered crows' feet—\$105.00.

A long Coat of Pom-Pom Cloth cut full is very attractive in navy blue. It has a lining of self-colored silk, an adjustable collar and a belt across the front—\$87.50.

A smart-looking Coat of navy blue serge is trimmed effectively with tan, which faces the pockets, belt, collar and cuffs. It is lined with tan silk and has a narrow belt and stitched pockets. This loosely made Coat is \$78.00.

Dresses in Navy Blue

A navy blue Charmeuse Afternoon Gown is attractively trimmed with gray wool embroidery around the shoulders and hips, and is piped with orange silk around the sleeves, the soft girle and round neck. The bottom is finished in harem style—\$55.00.

Unusually lovely is a Dress of navy taffeta with round neck and short sleeves and plain basque. The overskirt is heavily corded, giving a charming bouffant effect. A touch of bright color is given by the double-face ribbon of American beauty and navy which is draped loosely about the neck like a necklace—\$45.00.

Cretonne Prices Range from 55c to \$2.75 for Printed English Linens

We have ready a beautiful and plentiful stock of Cretonnes, many of them in distinctive and out-of-the-ordinary designs. Your inspection is invited.

SLIP COVERS—We suggest that you place orders for slip covers now. Delivery will be made later if desired.

Misses' and Children's Hosiery

Silk and Cotton Hosiery for misses and children in good variety and in many instances at lower prices than prevail elsewhere for the same grades. Particular attention is directed to the Fancy-top Socks for little folks of which we are showing many exclusive color-combinations, both in the imported and American-made qualities. Prices range from 35c (three pairs for \$1.00) to 85c.

Men's Hosiery in silk, lisle and cotton—75c to \$3.50.

Furniture at Special Prices

Some Furniture which arrived too late for our February Sale has been marked at less-than-regular prices. Included are Upholstered Sofas, Wing Chairs and Easy Chairs for living room; also some bedroom pieces. The Upholstered Pieces are covered in green, blue, mulberry and brown striped velvets and tapestries; a few in denim.

In addition to the above we have assembled a number of our odd pieces and discontinued numbers for clearance. For example:

\$125.00 Easy Chair—\$90.00
\$95.00 Easy Chair—\$70.00
\$60.00 Easy Chair—\$40.00

\$125.00 and \$135.00 Chaise Longues, covered in fine cretonnes—\$95.
\$115.00 Chest of Drawers—\$87.00.
And many others.

Joseph S. Darlington & Co. INCORPORATED 1126-1128 Chestnut Street

Aquamarine Scarf Pins

Each setting is especially designed to enhance the beauty of the aquamarine.

A pear shape aquamarine with small diamond makes an attractive scarf pin—\$24.

S. Kind & Sons, 1110 Chestnut St.

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The Most Wonderful Shoe Values That Have Been Offered in This City in Many a Long Day

Women's Style Boots

Several thousand pairs just added for the week-end selling. Browns, grays, blacks, in the smartest styles in both dress and walking boots; Louis or military heels and practically every size and width.

Values to 14.50 4.95

RUMMAGE TABLE LOTS—Two or three pairs of a kind, but a wonderfully big choice, and new lots just added give, once more, a good assortment of sizes. 1.95 & 2.95 Values up to 12.50. (Market Street Store Only)

Men's Shoes and Oxfords

Including practically every style a man could want. Small lots in each style, but all sizes and widths are here today at this price.

Worth More Than Double 4.95

Misses and Children's Scufflers

A big group that will help solve the high cost of shoeing. All sizes for 1.00 & 1.45 misses and children.

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4028-30 Lancaster Ave. 2746-48 Germantown Ave.
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Women's New Suits

Of Serges Of Poppins Of Jerseys \$39.75

More New Dresses

Of Georgettes Of Tricotines Of Taffetas \$25.00

Women's Sport Coats

Featured Special \$29.75

Our "Fashion Hats"

Are the Last Word Expressions of Spring \$5.00

Men's Pants

Very Special Values at \$3.95

Boys' 2 Pairs

Pants Suits \$16.75

Women's Skirts

Novelty plaids also serge in plain, blue and black. Novelty with cuff effects. Novelty with cuff bottoms \$3.75

Women's Fine Silk Gloves 98c

Women's Silk Handbags, at \$1.98

BARGAIN BASEMENT

A Wonderful One-Day Sale

New Spring Dresses

At One Price \$17.85

Beaded Georgettes, Satins, Taffetas, Tricotines, Jersey, Serges, Velours.

This special Friday offering embraces dresses that would regularly sell up to \$29.75. They are fashion's latest style conceptions—fully 60 different models for choice. All the wanted trimming effects and colorings of the season. All sizes for women and misses.

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